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COUNTRY

East Germany

REPORT NO.

TOPIC

Neuruppin Airfield

EVALUATION

see below

PLACE OBTAINED

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DATE OF CONTENT

14 September to 11 October 1952

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DATE OBTAINED

DATE PREPARED 18 November 1952

REFERENCES

PAGES

5

ENCLOSURES (NO. & TYPE)

1 - sketch on ditto

REMARKS

REF ID: A64547
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DO NOT CIRCULATE

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1. The following aircraft and air activity were observed at Neuruppin airfield between 14 September and 8 October 1952.

14 September. Four MiG-15s took off in elements of two at 9:42 a.m. They assembled in a four finger formation over the field at an altitude of 1,000 meters and climbed to an estimated height of 9,000 meters; they could be no longer observed through field glasses. When the planes landed at 10:04 a.m.,

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Another formation of four planes were aloft between 10:12 and 10:35 a.m. Two type-29 planes practiced flying in element between 10:16 and 10:42 a.m. A MiG-15 engaged in aerobatics between 11 and 11:25 a.m.

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15 September. Between 5:40 and 11:45 a.m., five Po-2s practiced formation flying with intermediate landings. The sky was partly cloudy. No air activity by swept-back jet fighters was observed in the morning. Between 4:30 and 6:45 p.m., a MiG-15 plane practiced taking-off and landing. Two MiG-15 and type-29 planes with set position lights made individual take-offs and landings between 7:20 and 9 p.m. Only a few lights were switched on at the field.

16 September. In the morning, eight MiG-15s took off in elements of two. They practiced flying in four finger ship formation underneath the cirrus clouds. When the planes landed at the field,

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Flying in formations of four planes was again observed in the afternoon. Throughout the day, there was firing by individual MiG-15s at ground targets.

17 September. At about 9:30 a.m., the engines of 10 MiG-15 and type-29 planes with auxiliary fuel tanks were being warmed up for 6 or 7 minutes. The planes were not refueled. The pilots stood in a group. After 10:25 a.m., 10 jet fighters took off in elements of two. The last MiG-15 was airborne at 10:30 a.m. The aircraft assembled in formation at an altitude of 800 to 1,000 meters and zoomed to a high altitude. The planes landed between 11:20 and 11:24 a.m. The

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on nine aircraft. Immediately after the landing, the planes disappeared in the shadow of the hangars and could no longer be observed.

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In the morning and afternoon, swept-back jet fighters flew individually and in elements of two, while a single-engine plane, probably a Yak-9, towed a sleeve target.

18 September. No aircraft except a MiG-15 [redacted] which flew between 10:06 and 10:13 a.m. were observed aloft throughout the day although the weather was favorable.

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19 September. Between 10:42 and 10:50 a.m., a MiG-15 [redacted] circled once over the field. Its engine was repeatedly raced at the take-off point. Between 10:05 and 11:20 a.m., a type-29 plane [redacted] circled the field once. Between 5:32 and 5:35 p.m., the aircraft of the alert flight individually took off and circled widely once over the field. During the landing between 6 and 6:05 p.m., [redacted]

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[redacted] A MiG-15 took off at 7:45 p.m. Night flying was further practiced by Yak-11s with set position lights between 7:45 and 9 p.m. during clear weather.

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20 September. Local flights were made by Po-2s and a Yak-11 plane [redacted] throughout the day. No swept-back jet fighters were observed aloft. [redacted] from the Wittstock Allee between 3 and 4:50 p.m., that 23 MiG-15 and type-29 planes, 5 Yak-11s, 4 Po-2s and 1 Yak-9 were parked at the field.

21 September. No air activity.

22 September. No flights were made in the morning. Plane [redacted] made local flights between 2:45 and 2:56 p.m. and between 3:07 and 3:22 p.m.

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23 September. There was no air activity because of poor visibility and rain.

24 September. It rained and was hazy until 9:30 a.m. A Yak-11 made local flights at 1:40 p.m. Flying in the clouds was practiced by a MiG-15 between 2:15 and 2:40 p.m. and between 3:02 and 3:29 p.m. and by a Yak-11 between 4:20 and 4:54 p.m. The cloud base was at an altitude of 600 to 800 meters. [redacted] not observe whether the planes flew in or above the clouds. The aircraft flew through the clouds above the DF station. A Po-2 made local flights between 10:20 a.m. and 2:30 p.m.

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25, 26, and 27 September. There was air activity by swept-back jet fighters. No details could be observed because of security measures.

28 September. No air activity.

29 September. There was air activity by swept-back jet fighters and a Yak-9 plane throughout the day. A twin-engine plane landed at 4:30 p.m.

30 September. Flying was practiced by MiG-15s until about 6 p.m. The MiG-15s and one Yak-9 plane flew above the clouds at a very high altitude so that they could be scarcely heard. An element of MiG-15s practiced air fighting. No further details could be observed because of security measures. Between 6 and 7 p.m., the alert flight landed at the field. [redacted]

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14 to 30 September. There was practice flying and particularly frequent high-altitude flying. It could be determined that the planes followed a special program.

1 October. A swept-back jet fighter took off at 9:45 p.m. in clear weather. After about 8 minutes it landed on the runway from west to east. The runway was

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illuminated by two searchlights, 40 to 60 cm in diameter, which were located at the western end of the taxiway. One searchlight was north of the runway and the other one south of it. About half way between the intersection of the taxiway with the runway and just north of the runway, there was a truck which mounted a flexible searchlight about 1 meter in diameter. Different than regular searchlights, the parabolic mirror with the light source of this searchlight were not covered with a cylindrical shaped protection ring. Thus, the searchlight had a very wide beam and illuminated the field brightly.

2 October. There was no air activity throughout the day. The weather was dull. Individual take-offs and landings were made by PO-2s and Yak-11s between 6:30 and 11 p.m. Only a few lights were switched on at the field.

3 October. No air activity in dull weather.

4 October. Until about 10 a.m., there was haze and a visibility of 5 to 6 km. The cloud base was at an altitude of 500 to 600 meters. There were intermittent rain showers. An element of two MiG-15s flew in the clouds between 10 and 10:28 a.m. The landings were made individually. A Yak-11 flew through the clouds between 10:54 and 11:19 a.m. A type-29 plane [] practiced taking off and landing throughout the day. At 1:40 p.m., two elements of MiG-15s with auxiliary fuel tanks took off at short intervals and disappeared in the clouds. The planes landed individually between 2:38 and 2:40 p.m. []

[] After 2:40 p.m., only the type-29 plane [] was aloft. At about 5 p.m., [] Wittstocker Allee that 22 MiG-15 and type-29 planes, 4 Yak-11s, 3 PO-2s, and 1 Yak-9 were stationed at the field.

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5, 6, and 7 October. No air activity throughout the day. Between 1 and 2 p.m. on 7 October, [] Wittstocker Allee that 23 MiG-15 and type-29 planes, 4 Yak-11s, 2 PO-2s, and 1 Yak-9 were parked at the field.

8 October. There was dull weather. The sky was overcast, the cloud base being at an altitude of 500 to 600 meters. A type-29 plane [] circled widely once over the field between 9:18 and 9:34 a.m. At 10:45 a.m., four MiG-15s took off at intervals of 20 seconds and disappeared in the clouds.

[] the intervals with a stop watch. After 11:17 a.m., individual landings were made by aircraft []. Planes in elements of two flew in the clouds until about 6 p.m. []. (1)

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Between 1 and 8 October, no flights were made by the alert planes. The other planes were parked in one hangar and between the hangars. (2)

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25X1 2. On 17 September, [] the Wittstocker Allee that a temporary building was erected between the east end of the runway and the taxiway. Near the temporary building there was a truck mounting a searchlight the diameter of which was estimated at 80 cm. The pilots including those of the alert flight used the temporary building as a ready room.

3. On 17 September, a mechanic worked on a MiG-15 which was parked near the hangars. The interior of the plane was lighted. A panel, about 45 x 150 cm, had been removed on both sides of the fuselage aft of the wings. The power plant was repeatedly started, raced and stopped.

4. On 17 September, 6 shrapnelproof aircraft revetments were completed and 2 were under construction. Eight revetments were completed on 23 September. The revetments had no roofs. Their openings pointed to various directions, so that

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25X1 the planes could taxi to the runway without being hindered by other revetments in front. [redacted] a sketch of such a revetment. (3)

25X1 5. The following air activity was observed between 23 September and 4 October:

23 September. No air activity. The cloud base was low, and it rained occasionally.

25 September. There was a close cloud base at an altitude of 30 to 400 meters. Between 10 a.m. and noon, biplanes [redacted] 25X1 made local flights over the town.

26 September. Between 10 a.m. and 4 p.m., individual flights were made by MiG-15 and type-29 planes with large intervals.

27 September. Between 8 a.m. and 1 p.m., there was intensive flying by MiG-15s with auxiliary fuel tanks. At an altitude of 2,500 to 3,000 meters, firing was practiced at a target towed by an IL-10 plane. (4) The towing plane flew left banks over the lakes between Altruppin and Neuruppin. At the same time, about four MiG-15s were aloft flying left banks in a larger radius while circling the IL-10 plane. The five planes flew at the same altitude. When the individual MiG-15s were near the target, they approached it by banking to the left. They fired some rounds while flying at the same altitude. After that, the MiG-15s enlarged the distance from the towing plane and continued on the previous course. At 4:15 p.m., four MiG-15s of the alert flight were observed northeast of the east end of the runway. The aircraft were fitted with auxiliary fuel tanks. Sixteen MiG-15s were parked near the hangars. A single-engine plane with a radial engine and the IL-10 towing plane were also parked at the field.

30 September. At 8 a.m., four MiG-15s took off.

1 October. A single-engine plane towing a sleeve target flew over Neuruppin. About five take-offs were made by MiG-15 between 11:05 and 11:10 a.m.

3 October. Between 8 and 10 a.m., flights were made by Po-2s. Flying was practiced by MiG-15s between 10:20 a.m. and 4 p.m.

4 October. There was air activity between 8 a.m. and 1:30 p.m. (1)

6. On 27 September, construction work was nearing completion on eight shrapnelproof aircraft revetments, 40 to 50 meters apart, in the northeastern section of the landing field. The northernmost revetment was about 150 meters south of road which extended along the northern edge of the field. Logs were driven into the ground west of the revetments. Additional aircraft revetments were probably to be constructed there. (3)

25X1 7. Motor vehicles which entered and left the field included trucks [redacted] 25X1 bearing the inscription "driving school" and jeep [redacted] 25X1

8. The buildings behind the gate housed the guard detail of 8 men who were probably relieved every 2½ hours, sometimes at 6 p.m. and sometimes at 8 p.m. The patrols at the field did not belong to the above mentioned guard detail. Their assignment could not be determined. There was only one iron entrance gate to the field where all the incoming and outgoing vehicles, as well as German and Soviet personnel were controlled. Patrols, mostly in groups of two, armed with submachine guns, guarded the area of the field and the border outside the fence. Some times, three patrols were observed; these patrols utilized natural camouflage whenever possible. Some sentries were permanently posted in the bushes along the eastern field border along Wittstocker Allee. There were patrols along the southern border of the field and sentries who continuously guarded the aircraft parked in the open. The sentries were relieved every 1 to 4 hours depending on the weather. Of German vehicles probably only the supply trucks of the consumers' association and of a brewery entered the field. These vehicles, as well as the Soviet vehicles, were closely controlled. Even their interior was inspected.

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9. From 6 to 8 Germans were employed at the field. They arrived by bicycle. At the entrance, they had to hand in their German identity card and received a pass which had been issued by the commanding officer. During their stay at the field, they had to carry the pass on their person. Those workers who were employed at the field only temporarily were entered in a list of names which was deposited at the guard point by the construction staff or the special construction bureau. The list was signed by the Kech officer of the field. The workers had to report at the guard point where they had to turn in their identity card while a note was entered on the list of names. The laborers were usually accompanied by sentries while working at the field or in the buildings. The German laborers usually worked from 8 a.m. to 5 p.m. with a one hour off for lunch.

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Comments.

(1) Neuruppin airfield is occupied by a fighter regiment. According to observations on air activity, there was formation flying with up to 10 planes as well as instrument flying by individual jet planes and single-engine trainers. The frequent flights with P0-2s show that young pilots with little experience were probably being trained besides the experienced pilots, who were involved in advanced training. The young pilots probably practiced formation flying with trainers before being retrained on jet planes.

(2) According to available information, the alert flight is generally parked at the east end of the runway.

(3) For sketch of shrapnelproof aircraft revetment, see Annex.

(4) The IL-10 plane may be identical with the Yak-9 plane which was mentioned [redacted]. It cannot be determined which of the two types was actually being used as target tow plane.

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Annex to [redacted]

Shrapnelproof Aircraft Revetment at Neuruppin Airfield